



SMOG CHECK ADVISORY

Official Publication of the California Department of Consumer Affairs/Bureau of Automotive Repair

October 1997

Manufacturers Will Have BAR-97 Equipment Installed And Operational By December 1

In a meeting with BAR officials in late August, BAR-97 Emissions Inspection System (EIS) manufacturers confirmed, and auto repair leaders agreed, that they will meet the deadline to have new equipment installed and operating at Smog Check stations in the Enhanced Areas in time to meet the program's December 1 launch date.

"We were extremely pleased to hear manufacturers say they would be able to meet the December 1 start-up date, and that we are proceeding with the program," said BAR Chief Marty Keller.

Also as a result of the meeting with manufacturers, it was agreed that shop owners will be allowed to continue to use BAR-90 equipment in Enhanced Areas after December 1 if they have a manufacturer's guarantee dated no later than **OCTOBER 15, 1997**, that the BAR-97 would be installed by the December 1 deadline, and the manufacturer has failed to meet this commitment.

Stations in Enhanced Areas are required to purchase and install BAR-97 emissions testing equipment by **DECEMBER 1, 1997** unless they have the manufacturer's guarantee mentioned above; they have a verifiable contractor-caused installation defect; or configuration problems prevent the BAR-97 equipment from being used.

All licensed Smog Check stations located in Enhanced Program Areas are required to purchase and install BAR-97 emissions testing equipment by December 1, 1997. BAR-97 loaded-mode emissions testing will become fully operational **MARCH 1, 1998**.

"All BAR-90 test analyzers in Enhanced Areas will no longer be able to transmit certificates on December 1, 1997, unless one of the exceptions noted above exists," Keller said. "Throughout December BAR field staff will visit Enhanced Area Smog Check stations that have not purchased a BAR-97 to verify their future status."

Since the BAR-97 is capable of performing **both** the two-speed idle test **and** the loaded-mode Acceleration Simulation Mode (ASM) test, BAR is providing a three-month phase-in of the program to allow shops and technicians time to grow accustomed to the new equipment, gain experience with the new machines, and develop appropriate ways to explain the new test procedures to their customers. It also will give those who are experiencing technical difficulties time to work these problems out with their manufacturer. Until March 1, Smog Check stations in Enhanced Areas will use their new BAR-97 machines to inspect and certify automobiles, but have the following testing options:

- Two-speed idle test mode;
- ASM training mode, which can be used to predict whether a vehicle can pass an ASM certification test; or
- Full ASM test on vehicles less than 8500 gross vehicle weight rating.

Keller also urged owners to research any building modifications that may be necessary to install the BAR-97 equipment before they make their purchase decisions, and referred them to the Cal/EPA Permit Assistance Centers for help. He also pointed out that technicians must complete an 8-hour BAR-97 Transition Training course before they will be certified to operate the new equipment.

The process BAR will use to initialize the new equipment will be announced in the next few weeks and will be available on the Web Page and in the November edition of the *Smog Check Advisory*. •••

BAR-97 Training Centers Ready To Go

At press time, more than 30 training institutions were BAR-certified and ready to provide BAR-97 Advanced Training, including the 8-hour BAR-97 Transition Class, the 20-hour Advanced Emissions (Update) Training class when it is available, ASE alternative training and citation training. Check BAR's Web Page at www.smogcheck.ca.gov or www.smogcheck.org for available locations. •••

KEY ACTION DATES

BAR-97 Emission Inspection Systems (EIS)

1997

October 15 Deadline to have manufacturer's guarantee letter

1997

December 1 All Smog Check stations in Enhanced Areas complete installation of BAR-97 EIS

1998

March 1 All BAR-97 EIS in Enhanced Areas go on-line; only BAR-97 tests accepted in Enhanced Areas

See the November edition of the Smog Check Advisory for a Legislative update.

Certification Status of BAR-97 EIS Equipment - 9/26/97

Here's how BAR defines its certification terms:

PROVISIONAL COMPONENT APPROVAL:

Applicable only to dynamometers and analyzers/sensors. Subject to final approval when integrated into a complete BAR-97 EIS.

CONDITIONAL CERTIFICATE OF APPROVAL:

Requires specified conditions to be corrected and/or completed prior to full certification.

BAR-97 Manufacturer	Dynamometer	Analyzer*	BAR-90 ET Software w/BAR-97 Platform**	Complete BAR-97 EIS
ESP	5/5/97: Provisional Component Approval, Mustang Dyno Model #MD-ASM-97.	8/6/97: Provisional Component Approval, BAR-97 Model #FICS 4000. 9/19/97: HC hang-up resolved and removed as a condition of component approval.	9/10/97 Conditional Certificate of Approval pending for their BAR-90ET w/BAR-97 platform, Model # System One 4000 Note: Must pass 3 wks. of Beta testing which has not started yet.	Preliminary BAR-97 software under review.
Snap-On/Sun	3/25/97: Provisional Component Approval for their Maha Dyno Model #ASM-AF. 9/8/97: Maha Dyno UL approved.	8/14/97: Revised Provisional Component approval for their BAR-97 (SIS-905TAS) Model #EEE111A. Note: HC hang-up must be resolved as a condition of component approval.	4/21/97: Conditional Certificate of Approval for their BAR-90ET (SIS-905TAS) w/BAR-97 platform, Model #EEEA111A. Note: Must pass 3 weeks of Beta testing which began 8/15/97.	Preliminary BAR-97 software under review.
Snap-On/JBC	9/26/97: Conditional Component Approval for their Real Time "LAD" Dyno.	Currently testing their "John Bean" Model.		
SPX	2/3/97: Provisional Component Approval for Clayton Dyno, Model #20-1100.	8/6/97: Provisional Component Approval for their BAR-97 Model #S54311.	7/24/97: Conditional Certificate of Approval for their BAR-90ET w/BAR-97 platform, Model #S54311. Note: Must pass 3 weeks of Beta testing which began 8/7/97.	Preliminary BAR-97 software under review. Preliminary Dyno integration software also under review.
Unidyne	8/22/97: Provisional Component Approval for their Maxwell Dyno, Model #4503	Testing pending on their Andros Bench.		
Worldwide	2/3/97: Provisional Component Approval for Clayton Dyno, Model #20-1100.	8/1/97: Analyzer testing pending, awaiting submittal of documentation.		Preliminary BAR-97 software under review.

* As a condition of approval for all manufacturers, the NO sensor must be modified to pass BAR-97 specifications, submitted for testing and retrofitted without cost to purchaser.

** BAR-97 platform means a BAR-97 cabinet, analyzer and sampling system, computer and modem.

BAR-97 Equipment Will Meet BAR Specs, Or Your Money Back, Manufacturers Say

BAR-97 Emissions Inspection System (EIS) manufacturers are so confident they will meet BAR specifications that they said they will guarantee purchasers their money back, and they're putting it in writing. Some believe they are close to achieving full certification and working feverishly to meet installation deadlines.

With the guarantee in writing across the bottom of his company's sales contract, ESP's Mike Golway says there is no reason for Smog Check station owners to delay the purchase of a BAR-97 EIS. "We do guarantee to be certified by the beginning of the program or we give a full refund," he said. "But, I haven't even considered that because I know we will (be certified)."

As part of BAR's specifications, all manufacturers are required to provide each customer with a disclosure statement that includes the following:

- estimated cost of installing any BAR-required software update;
- any upgrade offered and installed must be covered by at least a one-year warranty;
- BAR certification of the EIS equipment indicates the system meets requirements and is authorized to perform Smog Check tests, but that BAR is not responsible for any damage caused by the BAR-97; and
- manufacturers are required to refund the depreciated value of the BAR-97 if they fail to provide a warranty and the required equipment description.

"We have invested two years in this and a couple of million dollars," said Art Vasquez, vice president of Worldwide, who also was confident his company's equipment will be certified before the program begins. "This is what we've been waiting for."

Like his competitors, he said his company will pay for items that are required to meet BAR specifications, and will return any deposits if his equipment fails to be certified.

Bill McCallister, spokesman for Snap-On Diagnostics' California program, said his company will also give a money back guarantee on its equipment if it is not certified.

SPX Corporation's Mike Kintz, said he stands by his guarantee to his customers that SPX's equipment will be certified and that his company will pay for the costs required to make installed equipment meet full certification requirements.

"We have sold equipment to customers with the guarantee that we will have certified equipment, and we'll meet certification requirements at no extra cost to the customers," he said.

In San Francisco, Jimmie Liou, President of the West Coast operations for Unidyne, echoed the attitude and commitment of his fellow manufacturers. "Whatever the requirement (to meet certification), we guarantee," he said. "If our equipment, for whatever reason, is not certified customers will get a refund." • • •

Critical Actions To Take Before Dec. 1

Here are some important things to do before the December 1 kick-off of the three-month phase-in of the Smog Check program in Enhanced Areas:

- research BAR-97 EIS equipment options;
- research building modifications and construction permits that may be necessary to accommodate dynamometers;
- check with city and county governments, or Cal/EPA's Permit Assistance Centers, for information and time required to obtain necessary permits;
- purchase equipment and receive manufacturer's guarantee by October 15, 1997 to ensure installation before December 1;
- make sure technician(s) have completed 8-hour BAR-97 transition training (see related story on page 1)
- schedule and complete system installation by December 1;
- purchase digital storage oscilloscope or graphing multimeter (see related article in September edition); and
- once the BAR-97 EIS and dynamometer are installed and operating, BAR will initialize the new systems according to a process that will be announced in the next few weeks. • • •

CIC Expands Hours For BAR-97 Start-Up

Consumers and technicians will be able to get help from the Department of Consumer Affairs' toll-free Consumer Information Center (CIC) from 7 a.m. to 8 p.m., Monday through Friday beginning this month.

Technical advisors will be available from 7:30 a.m. to 8 p.m. daily as well, according to Barbara Arnett, Chief, Consumer Information and Analysis Division.

In addition to the expanded hours, a new automated program that will direct consumer calls by

topic to the appropriate resource person will also be added. The toll-free number is 800-952-5210. • • •

A Correction

An editing error occurred in the September edition of the Smog Check Advisory in a story that said technicians have the option of performing a full ASM test on heavy duty vehicles less than 8500 gross vehicle weight rating. The words "**heavy duty**" should have been deleted from that sentence.



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BAR FIELD OFFICE PHONE NUMBERS

Bakersfield (805) 833-6304
Riverside (909) 782-4250
Canoga Park ... (818) 596-4400
Sacramento (916) 255-4200
Culver City (310) 410-0024
San Jose (408) 277-1860
Fresno (209) 445-5015
South El Monte (818) 575-6934
Fullerton (714) 680-7851
Hayward (510) 785-1961
Oceanside (760) 439-0942

DCA Cashiering (916) 322-7002
DCA Licensing (916) 322-4010
ET Help Desk (916) 255-4476
MCI (800) 731-SMOG
(Then press 5 for technical support)

Test-Only/Referee
Scheduling Center (800) 622-7733

DCA Hotline (800) 952-5210

Smog Check Advisory

October 1997

PROTECT YOUR DYNAMOMETER; INSTALL ACCORDING TO SPECIFICATIONS

Dynamometers are vulnerable to weather conditions such as heat, cold, dust or moisture and existing BAR regulations offer guidance on where to place dynamometers in Smog Check stations as follows:

- vehicle testing shall be performed in a building large enough to accommodate the type of vehicle being serviced (California Code of Regulations [CCR], §3340.15a);
- work areas shall be approved by BAR during the licensing inspection CCR, §3340.15a);
- equipment shall only be used within a building CCR, §3340.17c);
- equipment shall not be used in an environment that would subject the analyzer to excessive heat, cold, dust, or moisture CCR, §3340.17c);

- vehicles shall be approximately level (not to exceed 5 degrees) while being tested on the dynamometer (BAR-97 EIS specifications, §2.5.8.2); and
- dynamometers may be installed in-floor or above-ground, as long as the vehicles are level while being tested (BAR-97 EIS specifications, §2.5.8.2).

At the same time, BAR recognizes that there may be more than one way to meet the above requirements, so be sure to ask the following questions when working with your manufacturer to install your dynamometer:

- Will the warranty be voided if the dynamometer is damaged due to

excessive heat, cold, dust, or moisture?

- Is the dynamometer safety laboratory approved (i.e., UL) for indoor use only?
- Do the local conditional use permits require service bays to be long enough to repair a vehicle inside the building with the door closed?

In addition, BAR recommends that dynamometers be installed at least 5 feet away from doors up to 10 feet tall and an additional 6 inches per foot for doors more than 10 feet. It should be noted that these are recommendations, not requirements. Installation requirements are specified in regulations as discussed above. •••

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www.smogcheck.ca.gov or www.smogcheck.org